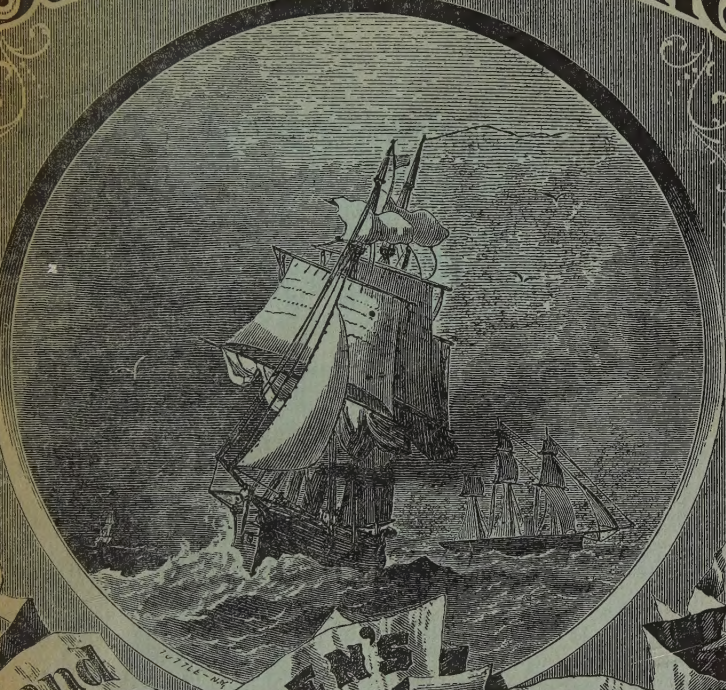


1823 The 1932
Sailors Magazine



and SEAMEN'S FRIENDS

AMERICAN SEAMEN'S FRIEND SOCIETY.

72 WALL ST. NEW YORK.

VOL. CIV
No. 12

DECEMBER, 1932

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1,252

The American Seamen's Friend Society

72 WALL STREET, NEW YORK

Organized May, 1828.

Incorporated April, 1833.

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SAILORS' THE MAGAZINE AND SEAMEN'S FRIEND



A Happy Christmas!

The past year may have held its tears,
Its sorrow and regret;
The Christmas Beacon lights and cheers
And guides us past those former fears,
Into safe waters, yet.

Past all the stormy seas, that pressed
About our year-sailed barque.
Past months of travail and unrest,
Past rocks, that worried days infest,
To Light—from ocean's dark.

The mariner, his heart aflame
For home and kith and kin,
He makes the Beacon Light his aim;
He hears the Christmas chimes exclaim:
"Find Peace and Rest within."

Safe anchorage awaiteth you,
Within the harbor, here;
May Christmas Beacon light you through
Your darkest days, and all your crew,
To Love and Hope and Cheer!

—KILBEE GORDON.

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Vol. CIV, No. 12

DECEMBER

Whole No. 1,252

Editorial**Our Loyal Friends**

To you, we send our greetings and best wishes for the holiday season as we issue this number of the *SAILORS' MAGAZINE*, which completes the one hundred and fourth volume of continuous publication. We would appreciate a prompt renewal of your subscription, or your contribution to the work of the Society, if it is due at this time. The names and addresses of new friends will be gladly welcomed. Our office at 72 Wall Street is visited daily by seamen who are destitute through sickness, accident, shipwreck or unemployment. Our Christmas Fund this year will be used entirely to aid these worthy men of the sea. Please make your check payable to The American Seamen's Friend Society and mail to Clarence C. Pinneo, Treasurer, 72 Wall Street, New York, N. Y.

Books and Magazines

As our readers probably know, our loan libraries when first issued are composed entirely of new books, carefully selected to meet the various needs of present-day seamen. When the libraries are returned to the office after a voyage, books are often missing or have been injured and should be replaced. To meet this need we ask our readers to send us books they have read which are in good condition. Sailors appreciate and eagerly read books of adventure, travel, fiction, biography, poetry, history, mystery, science, reference and religion. If you have any books of this character and desire to put them to good use, send them to The American Seamen's Friend Society. They will be faithfully distributed on outgoing vessels to be read by lonely men at sea, who will be very grateful for them.

Illustrated magazines, such as *Geographic*, *Travel* and scientific magazines, are much needed to be given to seamen outright. They are put on the vessels by our Ship Visitor and are eagerly accepted. Please send books and magazines to The American Seamen's Friend Society, Room 911, 72 Wall Street, New York, N. Y.

History of the Society

A sketch history of The American Seamen's Friend Society by its Secretary, Dr. George S. Webster, and entitled "The Seamen's Friend," has already brought many kind words of appreciation from which we quote the following:

William M. Kingsley, President, U. S. Trust Company, New York: "Thanks for the books. They are fine."

George Murray Speedie, Secretary, Upper Canada Tract Society, Toronto: "This is a sincere note of appreciation for your sketch of the Society. So much did I enjoy it that the day it came I sat reading it until I lost my car."

Dr. William Goodell Frost, Berea College, Ky.: "You have a right to great satisfaction in your work. It is a beautiful book."

Shepherd Knapp, D. D., Worcester, Mass.: "The whole book is admirably done. Full of interesting detail, splendidly illustrated and a most effective presentation of the varied work of the Society."

Mr. G. S. Bilheimer, Business Manager, Y. M. C. A., New York: "I have read with real interest that admirable story entitled 'The Seamen's Friend'. It is an excellent portrayal of a truly notable piece of Christian service."

Daniel Burke, Lawyer, New York: "I congratulate you on the book and the work for which it stands."

Clifford D. Mallory, President Steamship Company, New York: "You are to be congratulated on the make-up of the book and I am sure it will be the means of making more friends for the Society which has done such wonderful work for the seamen."

Rev. Dr. Marinus James, Hingham, Mass.: "The reading of your book was much enjoyed and brought many precious memories from different parts of the world where I have been in touch with the work of the Society. The book will be read with interest by the friends of Jack Tar and by the Old Salts, too. It has the tang of the sea and yet could be read with delight by those who do not love the briny deep as we do."

Dr. Henry van Dyke, Princeton, New Jersey: "It is a beautiful volume but not nearly as beautiful as the good work for seamen which it commemorates and which I hope will continue to prosper."

Herbert E. Barker, General Secretary, British Sailors' Society, London, England: "I congratulate you, my dear friend, on both matter and form of the book and hope its circulation may be the means of broadening and deepening public interest in missionary and general welfare work amongst seamen."

Rev. Ralph W. Sockman, D.D.: "Your splendid little volume will remain as a beautiful memorial of The American Seamen's Friend Society and of its Secretary. There is something about the appearance of it which symbolizes the fineness of spirit in the Society."

Sir Arthur H. Rostron, Retired Cunard Commodore, England: "Your book is another well forged link between our two countries. We have a very human mutual interest in a class of men who are deserving of more help from their countrymen ashore. I congratulate you for publishing such a concise and interesting volume."

The introduction by Dr. J. Stanley Durkee, well known radio preacher and pastor of Plymouth Church, Brooklyn, adds much to its value and interest.

A de luxe edition, limited to four hundred copies, bound in full leather and gilt, numbered and autographed by the author, will be sent postpaid in a neat box for Five Dollars. It is not for sale in the regular book trade and can be secured by subscription from The American Seamen's Friend Society, 72 Wall Street, New York.

The SAILORS' MAGAZINE will be sent, free, for the year 1933 to new subscribers of the book, which would make a fine Christmas gift. Why not let The American Seamen's Friend Society act as Santa Claus for you, and forward a copy of this unique sketch history to your friends? A Christmas card, indicating the donor, will accompany the book, or will be mailed for the donor to send if preferred. Please send orders early.

Funchal, Madeira

Rev. William George Smart, Superintendent of the Sailors' Rest, reports the recent visit of the Massachusetts Training Ship U. S. S. *Nantucket* and of two Italian Schoolships. The cadets were entertained at the Rest and greatly enjoyed themselves. The American Consul, Mr. J. F. Huddleston, sent Mr. Smart the following letter of appreciation: "Please accept my sincere thanks for the courtesies extended to the personnel of the U. S. S. *Nantucket* recently in port."

That Good Ship Mayflower

The *Europa*, monarch of the sea, crossed the ocean on her maiden voyage in a little less than 4 days and 17 hours. Her hundreds of passengers were surrounded by every known luxury in this great marine hotel. The tiny *Mayflower*, three hundred years ago, was two months and three days in crossing, and her passengers were probably about as wretchedly uncomfortable as ocean travelers have ever been. Yet it is safe to say that the *Mayflower* will be celebrated in song and story long after the mighty *Europa* has rusted into oblivion.

Just what sort of ship was it that brought the Pilgrims overseas? The beautiful model now to be seen in Pilgrim Hall, Plymouth, probably gives us as clear an idea as we shall ever have. This model was made after long study of old manuscripts, plans of seventeenth-century merchantmen, and early books of navigation, and is as historically correct as it is possible to make it.

We know that the *Mayflower* was a very small ship, judged by our standards, high in bow and stern, and rather low in the midsection. According to sailors, she must have been a "wet" ship in that the waves tended to break over her in a heavy sea.

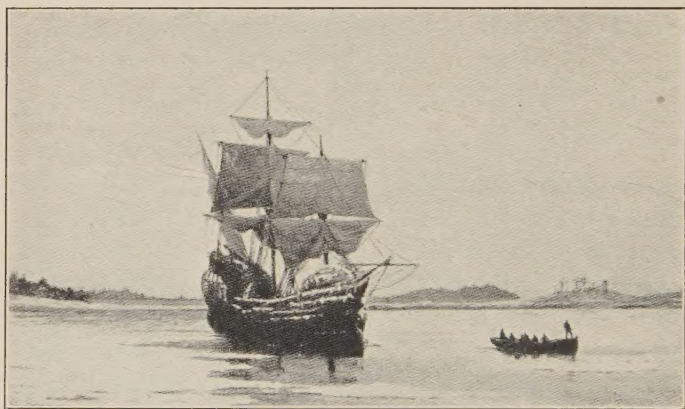
The high poop, or stern, where the large cabin was located in such vessels had been divided for the Pilgrim voyage into small compartments to accommodate the women and children. The men found quarters in the forecabin or between the lower decks. The historic shallop, in which so much exploring was done from Provincetown Harbor, was also probably carried in the hold. The ship probably had three masts, was square-rigged on foremast and mizzen, with a lateen sail on the mainmast.

One hundred and two passengers were carried, beside a crew of about twenty-five. We recall that the occupants of the smaller *Speedwell* had been taken aboard when that vessel finally proved unseaworthy, and was left behind. The result was that the *Mayflower* was badly overcrowded.

Doubtless Master Jones had little idea how memorable an adventure lay before him when, on July 11, 1620, Pilgrims Cushman and Weston, after "one more trial" among the London wharves, found him and his craft awaiting charter. Yes, indeed, he was ready to start for Virginia with any company that had the money to pay his price! So, forthwith, the *Mayflower* with her captain and crew was

hired for the trip. The *Speedwell*, sixty tons, had been purchased with the Pilgrims' hard-earned money.

There is evidence that both these ships, of considerable age when the Pilgrims knew them, had been on adventurous voyaging before. Their names appear in the list of ships of the English fleet that repulsed the Spanish Armada in the autumn of 1588. The *Mayflower*, under Master Alexander Musgrave, with a crew of seventy men, served in the division led by Lord Henry Seymour. The *Speedwell*, under Master Hugh Harding, with a crew of fourteen, served in Sir Francis Drake's division. Of course the ships of these names listed



The *Mayflower* in Plymouth Harbor

as serving in the great battle may have been other than those we are concerned with. Yet, since we know that practically every English merchantman then afloat had been armed and manned to help to beat off the invader, it is at least easily possible that the same stout keel that bore the Pilgrims had first done its bit against the galleons of Philip II.

The *Mayflower*, through all her existence, apparently was busily engaged. It may be that she was a sort of ocean packet of her day, more or less continuously plying between England and New England. She was one of four vessels that brought Higginson and his company to Salem in 1629, and was one of Winthrop's fleet the following year. After this she hailed as a merchantman from various English ports.

Her greatest and most famous voyage, in 1620, was made as early winter set in and under unfavorable weather conditions. Storms were frequent and severe. Some of the time she was simply driven under bare poles before the gale. In mid-ocean the main beam supporting the hull cracked and buckled under the strain, threatening to give way entirely. It was pried up by a big jackscrew that had been put aboard at Delfthaven. Without this stout piece of Dutch hardware the ship must certainly have foundered with all her company. For days at a time, Captain Jones, having lost his reckoning completely, sat in the roundhouse sullenly refusing to speak to anyone. Instead of coming to Virginia, he finally made his first landfall at Cape Cod.

The discomfort of the passengers was intense and long continued. They suffered from seasickness and fell ill of scurvy. There was barely sufficient water for drinking, and none at all for purposes of cleanliness. Most of the time they had to stay cooped up in the cabins. Once when the *Mayflower* was swept by a big wave, Pilgrim John Howland, being on deck, was washed overboard. As he went over the side he fortunately grabbed the topsail halyards and, although carried far underwater, clung tight and was hauled back.

After the weary and tempestuous voyage, the little ship, hundreds of miles off her course, came to Provincetown. Did ever land, even the wind-swept dunes of that long arm of Massachusetts, look so good to sea-worn travelers? After exploring the shore of the Cape for many miles in the shallop, they reached Plymouth and there, on December 21, the leaders of the company came ashore.

—FRANK B. MCALLISTER in *Forward*.

They That Go Down to the Sea in Ships

It was the day before Christmas. Having left New York earlier in the month, we had passed through the Canal and were steaming out into the Pacific on a world cruise.

Christmas on shipboard was a new experience for most of us, and plans were being made for a care-free day, a day of festive gaiety. Ripples of laughter were caught by the breeze and carried off the decks. Groups of passengers were passing the sunny hours in light conversation and merriment, when suddenly a call was heard: "Man overboard!"

Cork rings were hastily cast into the sea; the propellers were reversed. In short order a lifeboat with crew was lowered, while an eager search was made with our marine glasses for the sight of an arm or head in the vicinity of the floating buoys.

But no human being was in sight upon the waters. The boat's crew searched for more than two hours, while the steamer cruised in circles, with all eyes riveted on the sun-lightened waves. At last the lifeboat was taken aboard, and we resumed our voyage.

The sudden shock of the news centered into curiosity. Who was it? Was it an accident? A suicide? When the report came that it was not a passenger, there was a feeling of relief. No one of our fellow-passengers was lost; no one of us would be mourned by husband, wife, mother, or son. A deck hand had tried to close an opened ventilating door, and had lost his hold. He might have been drawn into the whirling blades of the starboard propeller and been instantly killed or drowned in the wash of the ship.

Back in New York, we were told later in the day, a young wife and a little child awaited the deck hand's return. A purse was passed around and money was contributed for their aid.

The festivities of Christmas eve were at their height. Music and laughter swept away all thoughts of sadness. Gaiety reigned supreme on board the giant liner. I left the company and went on deck, for in the glare of lights I could see only a ventilating door, a hand reaching out to close it, a mis-step, and a plunge into the whirling waters. Out in the night I looked across sea and continent to where my eyes rested on a picture of a brave little woman trying to make Christmas merry for a small boy whose daddy had gone forth on a "world cruise."

Above the strains of the orchestra and the sound of voices within, I could hear the words, repeating themselves over and over in my mind, "They that go down to the sea in ships, these see the works of the Lord and his wonders in the deep." Back from the waves came a response: "He bringeth them into their desired haven."

He was only a deck hand, and his job was done. The huge liner was steaming forward on her course. The deck hand had started on a world cruise and would reach the desired haven just a little ahead of us,—that was all.

—HARRIET RICHARDS in *The Watchman-Examiner*.

Life and the Sea

There is something sublime reaching out into the infinite in the presence and voice of the sea. When the wind is off shore, the sky a glorious blue, the great clouds like full-sailed ships running before the strong breeze; then it is that the nature lover hears the voice of the homeless sea and feels the heart-throb of the universe of God in a strange, deep, voiceless passion. In any of its moods, there is always a voice calling, always a pent-up passion, never translated, never known.

The literature of all ages records the longing to translate that voice, yet that same literature records the inability so to do. But the voice of the sea is only an echo of the voice of human life. The literature of all ages records a longing to translate this voice. St. James said: "What is your life? Is it but as a vapor that continueth for a little time and then vanisheth away."

Jesus Christ came to this world to meet every question, to answer every heart cry, to appease every longing. Men may stay off shore in the fog and continue to question whether or not there is a shore, but the fog is real, the sea is real and the shore is real.

"His wonders in the deep" is speaking of the sea. The sailor's Psalm is the 107th; the Psalm of the soul, is the 23rd.

There is inspiration in the sea.

No work of God has evoked such poetry and music as has the sea. This may be partly because the great civilizations have always been built about the shores, but partly it is the sea itself. Music and poetry have married their melodies. You may sing that song in our old, old favorite, "Rocked in the Cradle of the Deep," you may repeat it in that most melodious sea cry:

"Slow, slow, toll it low
As the sea-waves break and flow . . ."

The Psalmist declared that "Deep calleth unto deep." It is the depth in man that listens for the message from the deeps of the sea. "The voice of the homeless sea," as Tennyson puts it, is but man's voice calling to the deeps within and the depths without.

There is land beneath the sea.

The papers are revealing the results of a geodetic survey off the coast of California, discovering that a giant mountain reaches its top

towards the surface of the Pacific Ocean not more than sixty miles off shore. That simply reminds us that there is stability beneath the changes. Science discovers the immutable laws of God. Religion utters again those great words of Moses, "Lord thou hast been our dwelling place in all generations." David found that stability. St. Paul found that stability; Dr. Arthur Smith, the great missionary to China, found that stability; and ten thousands of people utter it in the old and loved song:

"My hope is built on nothing less
Than Jesus' blood and righteousness."

There is land beyond the sea.

A ship sails away to a port; there are means by which the captain may find the way across the trackless deep. That suggests there is life beyond this life. What a word is that word "immortality." When the hour of our departure comes and the low clear voice is spoken, "let go the bow line," well may we sing with Tennyson:

"Sunset and evening star
And one clear call for me . . ."

The American Seamen's Friend Society in 1871 published to the world for the first time that great poem of Rev. Edward Hopper, "Jesus Saviour pilot me, over life's tempestuous sea . . ." This may well be the cry of our hearts today!

—J. STANLEY DURKEE, D.D.

New York Ferryboats

More people are carried by water in New York city than anywhere else in the world. No other city can compete with New York in the matter of ferryboat service, not even fabled Venice, where the Grand Canal takes the place of Fifth avenue and the only taxi service is by gondola.

New York has had ferry service for nearly three hundred years. The first ferry ever established was between a point below Peck Slip and the Brooklyn shore just below Brooklyn Bridge site. At that time, early in the seventeenth century, both localities were far beyond the city limits, but they were chosen because of the narrowness of the river there, a matter of importance in the days when all boats were operated by hand.

The first ferryboat was built on a corner of Broad and Garden streets, now Exchange Place. At this remote period a Dutch burgher named Cornelius Dircksen rowed everybody across who had occasion to pass between the city and Long Island. He was the only ferry-

man, but the records show that he could manage easily all the traffic that came his way.

In the year 1658 the ferry lease was sold at auction at an annual rent of 300 guilders. And in 1810 the rowboats, or pirogues, which had been in use since Dircksen's day, gave way to the more efficient horse boat.

Four years later steam was introduced in the ferry system. Fulton had just demonstrated the value of steam for boat propulsion, and the ferries were among the first to employ the new agent.

The first steam ferryboat was the *Nassau*, which began its trips on May 8, 1814. At that time the ferries ran during the daytime only, and night trips were not introduced until 1827.

As late as 1851 the rowboat ferry was in use in parts of the harbor. The ferry which ran from East Sixty-first street across to Blackwell's Island (now Welfare Island) was operated by hand, and managed to keep a half-hour schedule.

—*New York Sun*.

The Bethel Flag a Century Ago

The following letter, dated November 12, 1832, from Newburyport, Massachusetts, was printed in the *SAILORS' MAGAZINE* for December, 1832, showing the interest at that time in the work of The American Seamen's Friend Society: "I have often read with interest accounts of the heart-glowing feelings of those who have witnessed the Bethel flag floating in the breeze, from the top-gallantmast of some stately ship, and have, in imagination, beheld the eyes of many a weather-beaten mariner, light up with joy at this signal for the gathering of the sons of ocean to hear the words of eternal life, and I have read the graphic descriptions of some of those interesting meetings, on the quarter-deck, until I have felt my spirit stirred within me to sympathy, for this long neglected class of our fellow-men; and I have been constrained to put the question to myself, why is it that so few of our large ships are provided with this beautiful signal? Judge, then, of the pleasure I felt, as I beheld, for the first time, on the last Sabbath morning, from my window, the Bethel flag waving in the breeze, from the mast-head of a fine new ship, now lying in our harbor. This flag was a present from the Seamen's Friend Society of this port, and the first Bethel flag, I believe, that was ever hoisted on ship-board in the waters of the Merrimack. It will soon, I trust, be displayed in the city of New Orleans, where the ship is now bound. She has also, in common with other ships, been provided with Bibles and religious tracts, and a few numbers of the *SAILORS' MAGAZINE*. Let us have faith that the time will come when the sight of the Bethel flag shall be as frequent as the Stars and Stripes of our own national banner."



Cumshaw

UNCLE DAN

"You must have heard many funny words in your trip around the world, Uncle Dan. Tell me about some of them."

Well, Sam, I am just now thinking of a word I first heard in China that interested me very much.

"What was it?"

It was the word "cumshaw".

"That is a funny word. What does it mean?"

It is said to have been used first by the Chinese in Canton some years ago to describe a gift. Let me tell you a little incident that occurred in the port of Hong Kong when we were on our trip. We were met at the steamer, on which we had crossed the Pacific, by two young men whom I had known in America. They were professors in a college in Canton, which is eighty miles up the Pearl River from Hong Kong. Our friends wanted to show us the peak, which is a very steep and high hill back of the city, and from which there is a splendid view of the harbor and the city and the surrounding country. It was a very hot day and our friends proposed that we take sedan chairs for the ladies while we men walked.

"What is a sedan chair, Uncle?"

It is a chair with a top to shield from the sun and is hung on two long poles which rest on the shoulders of the Chinese coolies, one in front and one behind the chair. When we reached the railway station at the foot of the hill I asked one of our friends to settle with the chair bearers. We left him and went on to the station and in a few minutes he started to join us after paying them when I saw one of the bearers running after him and having a little conversation. When he returned to us I asked him what happened. He said this

bearer, whom he had paid and added a silver twenty cent piece for cumshaw, came back with a counterfeit twenty cent piece, claiming that it had been given to him. What did you do about it, I asked. He said, "I took the piece very gravely in my hand and felt of it and handed it back to him and said, the coin that I gave you was warm because I had it in my pocket. This coin is cold." The coolie took it back with a grin, knowing that he couldn't fool the American young man.

He told us of another incident that had occurred a short time before when his father visited him. It was at this same station where they were going to the peak and to which they had gone in sedan chairs. After he had settled with the bearers, one of them, noticing the kindly looking elderly man with a white mustache, put out his hand and said "cumshaw". Thinking it was Chinese for good-bye, he took the hand of the Chinese and, shaking it, said, "cumshaw". The son and the other Chinamen were convulsed with laughter, which the father could not understand until it was explained to him what cumshaw really meant.

"That was a funny mistake, Uncle Dan."

Yes, we had a good laugh over it and now as I can recall the glorious view of Hong Kong Harbor, dotted with islands and the sails of Chinese junks or freight boats and steamers from all over the world, I can also seem to hear the word "cumshaw" and see the outstretched hands of the many Chinese who said it.

Is not this a good topic for this month of the year when we are thinking about Christmas gifts? So many people are not able to give as they would like, reminds me of another incident that happened on that same trip.

"What was that, Uncle Dan?"

You know from the map that Hong Kong and Canton are in the southern part of China. We stayed there only a few days and then went to the northern part of the country and spent the summer there. One day there came to the door of our cottage a Chinese lad about twelve years old selling flowers. He limped badly and we found he had a very sore foot. We took him to a Mission Dispensary where he was properly cared for and money was left to pay for further treatments. About two weeks after, he and his small brother appeared at our cottage just at night. His foot was cured, and he brought ten eggs and explained that he would have come before but

they had only one hen. When questioned he admitted that they were very poor and often went hungry. We did not want to take the eggs but he said, "you will not know how grateful I am if you do not take them." So we took four and sent the rest back for the poor family to eat.

How many of us in thinking of Christmas are more interested in what we may get, which is suggested by the Chinese word, cumshaw, than in showing how grateful we are, like the poor Chinese boy with his gift of eggs.

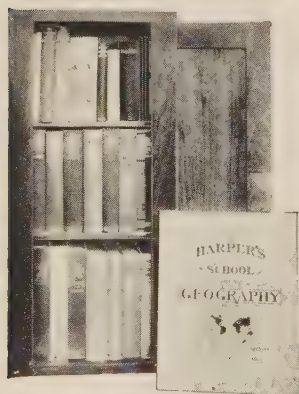
Loan Libraries

WILLIAM ELLING

During October, 1932, thirty loan libraries were sent to sea. Of these seven were new and twenty-three refitted and reshipped as good as new. The new libraries were numbers 13,586-13,592.

The twenty-three libraries reshipped were:

13,040	13,358	13,480	13,530
13,174	13,372	13,486	13,533
13,243	13,399	13,505	13,544
13,297	13,436	13,508	13,548
13,308	13,457	13,514	13,558
13,322	13,461	13,521	



No. 13,040, sent to sea in July, 1927, by the Christian Endeavor Society of Congregational Church of Greens Farms, Conn., has made four voyages on different vessels: First, on the steamship *Iowan*, of New York, bound for Seattle, Wash., Capt. Laverage, with forty-two men in the crew; second, on the steamship *Pennsylvanian*, of New York, bound for Los Angeles, Calif., Capt. Bamforth, with forty-one men in the crew; third, on the steamship *Siboney*, of New York, bound for Vera Cruz, Mex., Capt. Searstrom, with one hundred and forty men in the crew; fourth, on the steamship *Cauto*, of New York, Capt. Peterson, with thirty-three men in

the crew, and is now on the motor hip *Californian*, of New York, bound for Tacoma, Wash., via Panama Canal, Capt. Carlisle and forty-two men in the crew.

No. 13,243, sent to sea in May, 1929, by the Brick Church School of New York, has made three voyages: First, to Buenos Aires, S. A., on the steamship *Bessemer City*, of New York, Capt. Morcussen, with thirty-four men in the crew; second, to Manila, P. I., etc., on the *Montgomery City*, of New York, Capt. Halliday, with thirty-five men in the crew; third, to San Juan, P. R., on the steamship *Dorothy*, of New York, Capt. Carrey, with thirty-two men in the crew, and has now gone to Hamburg, Germany, on the steamship *President Roosevelt*, of New York, Capt. Jensen, and two hundred and twenty-five men in the crew.

No. 13,308, sent to sea in December, 1929, by the Woman's Seamen's Friend Society of Connecticut, New Haven, Conn., has made two voyages Around-the-World, three to the Pacific Coast on five different vessels having crews of nearly five hundred men, and is now on a voyage to the Far East, on the steamship *President Lincoln*, of San Francisco, Calif., Capt. Griffith, and one hundred and seventy-five men in the crew.

No. 13,508, sent to sea in October, 1931, by the income from the Miles Spaulding Library Endowment of Groton, Conn., on the steamship *Guayaquil*, of New York, bound for Guayaquil, C. A., Capt. Eriksen, with thirty-one men in the crew, was returned in March, 1932, and reshipped on the steamship *City of St. Louis*, of Savannah, bound for Savannah, Ga., and is now on the steamship *City of Birmingham*, of Savannah, bound for Savannah, Ga., Capt. Hammond, and eighty-seven men in the crew.

No. 13,530, sent to sea in April, 1932, by Mrs. E. J. Curtis, of New Rochelle, N. Y., in memory of her father and known as the "Amory W. Webber Memorial Library," has been reshipped on the schooner *Copperfield*, of Mobile, Ala., bound for Haiti, West Indies, Capt. Wrightson and seven men in the crew.

The radio operator of the steamship *Tuscaloosa City*, writes of No. 13,174: "Reading is about the only recreation a freight ship has to offer on a long voyage. The case of books placed on this ship by The American Seamen's Friend Society covers quite a field of reading matter. There seems to be a leaning towards novels as the most read books in the library."

The second officer of the steamship *Dixie*, writes of No. 13,205: "Be assured the library is appreciated by the entire crew, who spent many pleasant hours reading the books during spare time at sea on our last voyage. Wishing you every success."

The engineer of the steamship *Virginia*, writes of No. 13,258: "On behalf of the officers and crew of the engine department of the above ship I wish to thank you for the library placed aboard several trips ago. All books were read thoroughly and many a pleasant hour was spent. Every one is looking forward to the new library."

The radio operator of the steamship *Alaskan*, writes of No. 13,326: "I am writing in appreciation for the wonderful service The American Seamen's Friend Society rendered to this ship. Both the officers and crew praise the selection of books in the loan library."

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC.,
REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912,

Of The Sailors' Magazine and Seamen's Friend published Monthly at New York, N. Y. for October 1, 1932.

STATE OF NEW YORK } ss.
COUNTY OF NEW YORK }

Before me, a Notary Public in and for the State and county aforesaid, personally appeared George Sidney Webster, who, having been duly sworn according to law, deposes and says that he is the Editor and Business Manager of the Sailors' Magazine and Seamen's Friend; that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912 embodied in section 411, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, The American Seamen's Friend Society, 72 Wall St., New York, N. Y.; Editor, George Sidney Webster, 72 Wall St., New York, N. Y.; Managing Editor, George Sidney Webster, 72 Wall St., New York, N. Y.; Business Manager, George Sidney Webster, 72 Wall St., New York, N. Y.

2. That the owner is: The American Seamen's Friend Society, 72 Wall St., New York, N. Y., of 7,355 members; Winchester Noyes, President, 72 Wall St., New York, N. Y.; George Sidney Webster, Secretary, 72 Wall St., New York, N. Y.; Clarence C. Pinneo, Treasurer, 72 Wall St., New York, N. Y.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

GEORGE SIDNEY WEBSTER

(Signature of editor, publisher, business manager, or owner.)

Sworn to and subscribed before me this 27 day of September, 1932.

[SEAL.]

SOPHIE EDWIN,

Notary Public Kings Co.
Cert. Filed in N. Y. Co.

(My commission expires March 30, 1934.)

The American Seamen's Friend Society

AFFILIATED AND COOPERATING SOCIETIES IN HOME AND
FOREIGN PORTS

Seamen's House, 550 West 20th Street, New York City, George F. Robinson,
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Seamen's Bethel and Institute, 204 West Bute St., Norfolk, Va., Thomas E.
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The American Seamen's Friend Society is also associated for work in
Foreign Ports with the British Sailors' Society, 680 Commercial Road,
London, E. 14, England, Herbert E. Barker, General Secretary.

Contributions and legacies in support of the affiliated work, and to aid ship-
wrecked, destitute and unemployed seamen and to place on vessels Loan
Libraries for seamen at sea (\$25.00) ARE GREATLY NEEDED.

Checks payable to THE AMERICAN SEAMEN'S FRIEND SOCIETY may be mailed
to CLARENCE C. PINNEO, *Treasurer*, 72 Wall St., New York, N. Y.

FORM OF BEQUEST

"I give and bequeath to The American Seamen's Friend Society, incorporated by the
Legislature of New York, in the year 1833, the sum of, to be applied to the
charitable uses and purposes of said Society."

Three witnesses should certify at the end of the will, over their signatures, to the
following formalities, which in the formation of the will should be strictly observed.

1st. That the testator subscribe (or acknowledge the subscription of) the will in their
presence. 2nd. That he, at the same time, declared to them that it was his last will and
testament. 3rd. That they, the witnesses, then and there, in his presence, and at his
request, and in presence of each other, signed their names thereto, as witnesses.

